/13 cont./

242 244 654 specialists envisage the utilization of the phosphates of Thiès.

3) Protection of the environment. The cultivation of the groundnut with the traditional techniques carries with it grave dangers for the soil. The abusive burning of brush denudes it and facilitates the erosive action of the dry harmattan which blows at the end of the dry season, from the month of March. The cultivation, most often improvident, leads to the rapid deterioration of very unstable soils. In the west the sands are impoverished, the salts are rising to the surface; in the east the lateritic cuirass appears at a shallow depth.

[313] [656] Legislation is intervening in defense of the natural environment; the decree of 4 July 1935 has interdicted the cutting of trees without authorization and has regulated the burning of brush and clearing. The most effective remedies, however, have been introduced by experimentation and recommended after a serious inventory of the soils. The example of Boulel has shown that bands of natural vegetation separating the clearings by passages perpendicular to the roads are an effective remedy against the action of the wind. The instability of the soils requires a strict system of rotation. Bambey and Boulel have proved that the sequence of millet, groundnuts, and fallowing is the best for preserving them. Fallowing for two years, recommended in the south, is insufficient in the north, where six years of rest seems to be indispensable. It is undeniable that for several years these crop rotations have been followed more and more, especially in the pilot sectors. Finally, the rearrangement of the map of the groundnut, amply primed, may have beneficial consequences. The circles /cercles, administrative districts/ bordering the Senegal River have practically abandoned this crop (Podor, Matam, etc.); northern Cayor, with a dry climate, impoverished soils, and a large population, has had a very marked decline in groundnuts to the profit of millet. In contrast, the new regions in Siné-Saloum and Tambacounda typically become groundnut-producers.

All of these innovations can actually bear fruit only with the acceptance of the peasant masses, which poses the problem

/16 cont./

438 their establishments the manufactured products that the firm
442 delivers to them. They are most often linked with the pro-
[443] ducers by the system of loans that they authorize in cash and
[452] especially in kind during the difficult period of low supplies before the harvest.

The African "sub-traders" most often play the role of
[441] intermediary between the producers and the traders; they very often are transporters and guide the seller to the weighing-machine of a friend.

Since the last war this system has been greatly perturbed by the appearance of new purchasers who more and more compete with the traditional commerce. The local oil-makers
[758] scarcely ever appeal to the large firms. They do business with the traders of the escales, or, more often, they have their
438 own buyers. Since 1952 some pilot co-operatives have made
442 the collection in many escales at little expense; they utilize
474 the personnel and equipment of the S. M. D. R. Moreover, the
656 law of 13 January 1960, creating an "Office de commercialisation agricole" (O. C. A.), has assigned to this body the responsibility of selling the products collected by the co-operatives (Art. 6) and has granted it license to create purchase points for the direct collection of local agricultural products in the sectors where there are as yet no co-operatives (Art. 7). The decree of 20 May 1960, which more precisely relates to the marketing of groundnuts, grants purchasing permits only to organismes stockeurs (O. S.) /storage bodies/, private or co-operative, properly approved by the decision of a Comité régional d'agrément /Regional Committee of Approval/, and to the purchasing posts of the O. C. A. One might ask if these decisions do not constitute a step toward the creation of an "Office de l'arachide" /Office for Groundnuts/, which would have exclusivity of the trade and could normalize a "circuit of groundnuts," now very complex. /Pl. I and II appear here on unnumbered pages./

1 [The Lebano-Syrian traders--Analyst]

/17/

438 2. The "circuit" of groundnuts. The purchase of the
442 groundnuts in the escale and storing them in the secco of the
[redacted]rader constitute only one step in the complicated circuit that the groundnuts take from the place of production to the port of exportation or to the oil-factories.

492 1) The means of transport. From the place of production
438 to the escale, the groundnuts essentially utilize the traditional modes of transport, donkeys throughout the country and camels in the north. The decree of 4 September 1935 has forbidden the
[656] use of trucks. Its aims were to avoid bulky hauls, purchases at
[231] a low price at the place of production, and, above all, to encourage local animal-husbandry. This system, however, carries with it grave defects. Most often transport on the back of a donkey is more expensive for the producer than transport by truck because the camel-drivers and donkey-drivers impose their own price on the peasants who do not have animals. Moreover, the transporter guides the seller to a trader whom the seller did not choose. Today, however, more and more derogations are permitted, because in the south, where the groundnut is progressing, the tsetse interdicts animal husbandry, and in the other regions the overworked animals are incapable of doing the transporting at the end of trade. Finally, certain
[874] co-operatives which pretend "to collect" and not to buy do send trucks to the places of production.

494 From the secco of the trader to the port nearby or to the
438 railroad station, transport is handled by trucks. It is essentially the commercial firms, the traders, or the local oil-makers who use them. There are few professional transporters because the traffic is essentially seasonal. The generally bad
[491] condition of the unpaved roads, except for the "Transgambienne" from Dakar to Ziguinchor, causes a rapid wearing-out of equipment, whose amortization is a heavy burden on the budget of the merchants.

497 The Dakar--Saint-Louis railroad and especially the Dakar-
438 Niger transport more than 200,000 metric tons of groundnuts

[Text continues on P. 21--Analyst]

/17 cont./

499 438 each year. In spite of the use of cars of great capacity, the transport facilities are insufficient during the first months of trade. However, the practice of degressive tariffs, so as not [651] to place at a disadvantage the production of regions that are farther from the place of destination, limits all the more the possibility of an increase of vehicles, since the traffic in groundnuts is essentially seasonal and it poses a problem of return freight. The three ports of Dakar, Kaolack, and 438 Ziguinchor consitute, for exports, freight breaking-points [504] between land transport and maritime transport. The latter [505] is handled for the most part by the vessels of companies who undertake regular service: Delmas et Vieljeux, Maurel et Prom, etc.; they also have competition from the tramps. 435 These /18/ multiple freight-breaks weigh quite heavily on 438 the price of groundnuts, quite low at the outset, due to the fact that each of them is accompanied by multiple manipulations.

2) The manipulations. In its present organization, the circuit of the groundnuts involves many manipulations, because the product is transported in bags. At each step it is necessary to weigh the bags, to empty them into the secco, and then, when they are again forwarded, to proceed to another weighing and rebagging. Over and above the cost of the labor, the firms and sometimes the traders must bear the great expense of buying and repairing great quantities of bags which quickly wear out or go astray. M. Barbier estimates that a bag of groundnuts undergoes 16 handlings at the minimum from the place of production to the port. A solution to this problem might be found in transporting the product loose, by trucks and cars with gratins, loaded by mechanical transporters. These transformations presuppose great investments, which the groundnut, a cheap and, above all, seasonal product, cannot amortize.

3) Regulation of the condition. The decree of 11 January [656] 1926 created an Office d'inspection et de conditionnement de l'arachide /Office of Inspection and of the Condition of

/18 cont./

435 Groundnuts/ which controlled the quality of the product in
438 the escales and in the ports. This office, which functioned
656 under the responsibility of the local Chambres de Commerce, applied the norms of "the practice of Bordeaux" of 1922. In
[685] the escales the lots with impurities of more than 2% were returned, and fines could be slapped on the sellers whose product concealed more than 3%. A second control was established in the ports. Since 1947 this office has been replaced by a "Service de contrôle et du conditionnement," which inspects the product only in the ports, thus making only the exporter responsible. All merchandise with impurities of more than 2%, and an average of more than 4% acidity for the decorticated product, is refused or subject to a reduction in price. Several years ago the commercial houses acquired sieves which permit the elimination of much debris, but they are often poorly utilized, and the groundnuts from Senegal usually have considerable debris, stalks or other things.

438 The complications of the circuit of the groundnuts, its
656 inadequacies, have stimulated many projects of rationalization, which for the most part recommend loose transport, stockpiling in silos, and rigorous control over the quality. At present a public body, the "Secteur d'expérimentation et de rationalisation du circuit de l'arachide" (S. E. R. C. A.) is concerned with this, but it singularly lacks any means.

435 /19/ 3. The marketing of the groundnut and the problem of prices. Up to the Second World War, all the transactions in groundnuts were free; the prices varied considerably as a function of supply and demand. During the war the "Groupement national d'achat des produits oléagineux" (G. N. A. P. O.) /National Group for the Purchase of Oleaginous Products/ controlled the market and authoritatively fixed the price. After the war, during the campaign of 1950-1951, the return to freedom led to a spectacular jump in the market price of groundnuts, which, at production, went from 18 to 30

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

Produce Inspection. Produce inspection is entrusted to a board nominated by the Chambers of Commerce, but the Government keeps a tight control by exercising a veto on all important appointments to its staff. The Board's inspectorate has very wide powers of inspection over produce, whether destined for local consumption or for export. No produce to which inspection applies can be sent out of the colony without a certificate of purity.

For this inspection a special tax of 5 francs per ton on ground-nuts and palm kernels, and 20 francs per ton on rubber, is imposed on produce intended for export.

Native Provident Societies. There are 14 Native Provident Societies. Bignona and Ziguinchor have combined, but otherwise there is one to each province. In 1937 they had 1,200,000 members, whose annual subscriptions varied from 2·50 francs to 5·00 francs each, and their expenses were some 25,000,000 francs. They supplied over 44,000 tons of ground-nut seeds to their members.

In earlier days the Sine-Saloum society imported stallions from the Argentine for the breeding of mules, and in 1932 the societies devoted nearly 250,000 francs to the purchase of motor vehicles. In cattle-breeding districts they supply breeding stock and improve water-supply and pasturage. By 1933 it was estimated that the societies had sunk over 1,200 wells, while the society of Thiès had constructed a barrage for irrigation purposes.

In addition to strictly agricultural activities, the Senegal societies help their members by advances of cash, which are made not only to meet failure of crops, but also in cases of individual accident or illness.

Mining

At the end of 1937 the following permits were in force:

Personal licences		4
The Occupation System		
Exclusive licences	10	
Mining licences	32	
Concessions	16	
	—	58
Total		62

Education

The first attempts to educate the natives of French West Africa were made in Senegal, and they were also remarkable for being instituted, not by missionaries, but by the Crown. Colonel Schmaltz